The Jubilee Regatta
When You Give It All You've Got
Shouldn't Your Sailmaker
Do The Same?

**NORTH NORTH AMERICAN HIGHLIGHTS**

**Championship Division:**
1, 2, 4, (8 of the top 10)

**Challenger Division:**
1, 3, 4, 5, (7 of the top 10)

---

At North Sails we believe your sailmaker should work as hard as you do to help you get your best results. That's why you'll always find us where you need us - on the water testing new designs, in the shop building the strongest fastest sails on the circuit, and at regattas, helping you tune your rig, giving you tactical tips or just talking Flying Scot Sailing. We love to see our customers out perform the rest, so we'll work as hard as you do to help put you on top.

---

**Fast Sails. Friendly Service.**

**North Sails One-Design East**
**Brian Hayes**
189 Pepe's Farm Rd. • Milford, CT 06460
PH: (203) 877-7627  FAX: (203) 877-6942

**North Sails One-Design Central**
**Greg Fisher**
330 W. Spring St. • Columbus, OH 43215
PH: (614) 221-2410  FAX: (614) 221-1228

**North Sails One-Design West**
**Eric Doyle**
1111 Anchorage Lane • San Diego, CA 92106
PH: (619) 226-1415  FAX: (619) 224-7018

**North Sails New Orleans**
**Benz Fager**
1716 Lake Ave. • Metairie, LA 70005
PH: (504) 831-1775  FAX: (504) 831-1776
CONTENTS

March/April 1997  Volume 41 Number 2

5 Letter From the Editor
   Weather Clues
6 North American Championship Masters Format
7 "A Woman's Place is at the Helm"
8 From the Back of the "B" Fleet
9 Trivia
10 Yachting and Health
11 Power Without Wind?
12 Hurricane Fran at the Harvest Moon Regatta
13 The 40th Anniversary of the Flying Scot Class, Celebrated at the Pig Roast Regatta
15 Team Racing at it's Best
   Letters
16 All Roads Lead to Lake Norman YC...
18 Flying Scot Sailing on the Web
19 Flying Scot Canadian Championship
22 Sail for the Grail
   Jubilee Regatta

In Every Issue
23 Caveat Emptor
24 Starting Line
26 Flying Scot New Membership

ADVERTISERS

2 North Sails
4 Flying Scot, Inc.
6 Fowler Sails
8 The Sailors Tailor
10 A to Z Embroidery
11 Sobstad
12 Sailing Angles
14 Midwest Sailing
18 Rookie Sails
21 Sunbelt
25 Selby Bay
26 Model Boat Works
27 Schurr Sails

Attention Web Surfers

The new FSSA Flying Scot web site will be online by the time you receive this issue. http://www.fssa.com is the place to see it with your favorite browser.

Scots n' Water

Registered Trademark, Publication No. ISSN 0194-5637. Published bi-monthly by FSSA at 3008 Millwood Avenue, Columbia, South Carolina 29205. Volume XI, No. 6 Subscription is $24 per year included in annual membership dues. Periodical postage paid at Columbia, South Carolina 29201.

Publication Deadlines: January/February issue, October 13; March/April issue December 15; May/June issue, February 15; July/August issue, April 15; September/October issue, June 15; November/December issue, August 15.

Ad Rates: Write FSSA, 3008 Millwood Avenue, Columbia, SC 29205

Postmaster: Please send change of address to Scots n' Water, FSSA, 3008 Millwood Avenue, Columbia, South Carolina 29205.

EDITOR: Lynne "Sunshine" Hartman, P.O. Box 1066, Champaign, IL 61824, Tel., 217 335-1220, (O), Fax 217 355-2587 LAYOUT DESIGN: Nancy H. Cooper. ADVERTISING: Barbara Griffin.
Parts … When your boat needs a part, Flying Scot® Inc., has it and we'll ship it within 24 hours! We also supply covers, trailers, and other accessories and built specifically for Flying Scots. All Scot owners are automatically on open account.

New Boats … We build new Scots to order and take used Scots in trade.

Repair & Refurbishing … We offer factory repair or refurbishing for your Flying Scot.

Aquameter Sailor II Compass and Mount…

Plastimo Contest Tactical Compass and Mount…

Trallex Aluminum Trailer…

Stainless Steel Mast Sleeve…

Rudder Lift System…

Swim Ladder…

Mainsail Flotation…

Flying Scot® Shirts & Caps …

Flying Scot® Inc.

157 Cemetery Street • Deer Park, MD 21132
Phone 301-334-4848 • FAX 301-334-8324
E-mail: FSCOTHIC@iol.com

Monday–Friday, 8am–4pm and Saturday, 9am–11am
Flying Scot and the Flying Scot logo are registered trademarks of Flying Scot, Inc.
Letter from the Editor

I have a little room in this issue to let you know a few things have changed.

All regatta notices should go directly to the Association offices. They will place them in a standard format and print them in the next issue of Scots n' Water and also place them on our new home page on the Internet. (See Page 18). This is an exciting new method of getting members more timely information about regatta dates.

You may send these notices by fax, E-Mail: fsse@scsn.net, or of course, US Mail. As always, all entries to Caveat Emptor (boats for sale), should be sent to the Association Office. Any other information, articles, regatta results, and/or questions should be directed to me at PO Box 1066, Champaign, IL 61824. I do have an E-Mail address: Hartsung@msn.com, but I am not always near a printer or for that matter the computer...my office does have E-Mail: hhapts@soltec.com and that address can also be used. Now that we have made it so easy for you to communicate with us, I hope that we will get more articles, regatta notices and such...

Don't forget about District Highlights.....the schedules are below. Call or write to your District Governor and find out how you can support your district. I think, from the feedback I have received, the articles about boat maintenance, new ideas, cruising, and women sailors have been well received and more are needed.

Take the time to write me with your thoughts and ideas. We also need submissions for the Annual Picture Awards.

Weather Clues

When the rain's before the wind, Haybards, sheets and braces mind.
When the wind's before the rain, Soon you may make sail again.

A red sky in the morning, Is the sailor's warning.
A red sky at night, Is the sailor's delight.

Evening red and morning grey Are certain signs of a fine day.
Sound travels far and wide A stormy day will betide.

The further the sight, The nearer the rain.

Lightning in the west or northwest usually is in a storm that will reach you. Storms to the south and east go past.

Dews on grass at night or in early morning is a sign of fair weather. It forms only when the air is dry and skies are clear.

Rising smoke foretells fair weather. Lowering pressure and unstable air, preceding a rain, drives the smoke downward.

DEADLINES

District Governors, Fleet Captains, Boat Owners, Friends...

DON'T FORGET! DEADLINE IS WHEN I HAVE TO SEND YOUR COPY TO THE PRINTER - SO MAIL EARLY!!

<table>
<thead>
<tr>
<th>Deadline</th>
<th>Issue</th>
<th>District Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>4/15/97</td>
<td>JULY/AUG</td>
<td>Gulf</td>
</tr>
<tr>
<td>6/15/97</td>
<td>SEPT/OCT</td>
<td>Texas</td>
</tr>
<tr>
<td>8/15/97</td>
<td>NOV/DEC</td>
<td>Carolinas</td>
</tr>
<tr>
<td>10/15/97</td>
<td>JAN/FEB 98</td>
<td>Pacific</td>
</tr>
<tr>
<td>12/15/97</td>
<td>MAR/APR 98</td>
<td>Florida</td>
</tr>
</tbody>
</table>
North American Championship Masters Format
by Dan Goldberg, FS 4761

A number of people have questioned the format used for the Masters competition at the 1996 NAC. The format has changed several times through the years, in an attempt to best serve the wishes of the sailors who compete in the Masters. As chairman of the International Race Committee, I would like to explain what will happen at the 1997 and future NACs.

With the separation of the Seniors into their own competition, a change was made at the 1995 Mid-Winters Board meeting to (hopefully) restore the Masters to its original intent. Simply stated, effective starting with the 1997 NAC, the winner of the Masters will be the skipper age 55 or older with the highest finish in the NAC.

To clarify a few points: There will be no separate qualifying series or special Division of the qualifying series for the Masters. They will compete along with everyone else, and will not be scored separately. If only one Master makes the cut for the Championship Division, that skipper automatically wins the Masters. If no Master makes the cut, the highest Master finisher in the Challenger Division wins the Masters. There is no combined skipper/crew age minimum. Only the skipper's age counts. Any skipper age 55 or older wishing to compete for the Masters must so indicate during NAC registration. Masters are eligible to win Masters trophies and Championship or Challenger trophies. The Seniors format remains unchanged. The skipper picks one crew must be 120 years minimum, with no individual minimum on the skipper or crew age. Any boat wishing to compete for the Seniors must so indicate during NAC registration. The Senior with the best three scores in the Seniors Series wins the Seniors. Seniors sail with the Challenger Division but are scored separately. Seniors can elect to sail three, four or all five races of the Seniors Series with the best three scores counted. Seniors need not sail in the Qualifying Series, but may do so if desired (for practice or for real). Any Senior who makes the cut for the Championship Series may then change their original election and sail in the Championship Division rather than the Seniors Division (but not both). Seniors are not eligible for Challenger trophies.

One further note— it is not clear to a lot of people what the International Race Committee is or does. No, it is not for the next Scot regatta to be held in some exotic country. According to the Handbook, the purpose of this committee is to provide oversight over all sanctioned events which are national in character. One specific goal we have for 1997 is to provide standardized Sailing Instructions for national events. Hopefully this will result in consistent Sailing Instructions from year to year in all national events. The Committee members for 1997 are Peier Seidman, Larry Taggart, Bernie Knight, Dave Jacobsen, and me. Don't hesitate to let us know if you have any ideas, comments, or thoughts on the conduct or management of national regattas.
“A Woman’s Place is at the Helm”
by Jane Mahan, 1996 Commodore
Deep Creek Yacht Club, Inc.
Fleet #6 - FS 1866

The fifth annual Women’s Regatta, sponsored by the Deep Creek Yacht Racing Association, Deep Creek Lake, Maryland, was held on August 10 and 11, 1996. Six Flying Scots sailed by all females started in the “A” Fleet. Seven Flying Scots with female skippers and male and/or female crew started in the Challenger fleet.

Saturday’s races were sailed in 5-10 mph northerly winds on a partly sunny day. Defending champion, Allison Felix, and crew, Jenny Meredith, walked away from the “A” fleet to finish first in both races. Audrey MacMillan, sailing with daughter-in-law, Andi, and good friend, Marilyn Filemyr, finished second in the first race. Vicky Willey, sailing with her mother, Charlotte Hott, sailed to second place in the second race.

A very significant wind shift in the second race led to a costly mistake for several sailors in both fleets. Stephanie Mahan, sailing with her mother, Jane Mahan, inadvertently rounded the second mark to port instead of starboard as did Susan and Geri Meehan of the “A” fleet and Lauren and Bruce Spinnenweber of the Challenger fleet. These sailors weren’t aware of the mistake until after the race when a protest was lodged bringing it to their attention. Each skipper accepted a DSQ for this race.

Sunday was another beautiful day for racing. The winds, again from the north were light for the start but picked up as the race progressed. Allison Felix took another first to make it a clean sweep in the “A” fleet. The MacMillan team finished second in this race and in the Regatta. Stephanie Mahan managed to out tack her cousin Susan Meehan on the last leg to finish third.

The Challenger fleet was comprised of a few seasoned veterans like Barbara Griffin and her husband Don and a number of up and coming young lady skippers: nine year old Rebecca Carpenter sailing with her dad, Jack; ten year old Meredith Dodd sailing with mom, Jeanette and friend, Al Riebel; and twelve year old Lauren Spinnenweber sailing with dad, Bruce and friend, Rachel Schubert. It is exciting and refreshing to see two and three generations of families experiencing the joy of sailing together!

The women’s regatta has certainly grown and evolved in the past five years. The women take their racing quite seriously, but it always must remain fun! This year we sold tee shirts which were actually designed and created by Deep Creek Yacht Club, Inc. Members. They wore shocking fuchsia tee shirts with electric blue lettering announcing, “A WOMAN’S PLACE IS AT THE HELM”. These were a great hit and sold out.

This year two new perpetual trophies were donated for the winners of each Division. Harry Carpenter presented Rebecca Carpenter, winner of the Challenger Division with a beautiful silver pitcher which was donated by Karen Carpenter of P/S, Inc. Karen is an avid supporter of our Women’s Regatta. Jane Mahan presented Allison Felix, winner of the “A” fleet, with the Kenton B. Farrell Memorial Trophy, a cut glass bowl, named for her father, Ken. He taught her, her two sisters and his grandchildren the art of sailing on Deep Creek Lake many years ago.

So far DCYRA’s Women’s Regatta has attracted only our local sailors, but we hope that it will continue to grow and attract women Flying Scot Sailors from all over. Flying Scot women remember, “A WOMAN’S PLACE IS AT THE HELM” on Deep Creek Lake, Maryland, August 16 and 17, 1997: See you on the starting line!

REGATTA STANDINGS

FLYING SCOT “A” FLEET
1. Allison Felix, Jenny Meredith
2. Audrey MacMillan, Andi MacMillan, Marilyn Filemyr
3. Stephanie Mahan, Jane Mahan
4. Vicky Willey, Charlotte Hott
5. Susan Meehan, Geri Meehan

FLYING SCOT CHALLENGER DIVISION
1. Rebecca Carpenter, Jack Carpenter
2. Barbara Griffin, Don Griffin
3. Lauren Spinnenweber, Bruce Spinnenweber, Rachel Schubert
4. Meredith Dodd, Jeanette Dodd, Al Riebel
From the Back of the “B” Fleet
by Scott Stofer

After our first regatta as husband and wife, I knew the honeymoon was over. So, I had to come up with a list of rules to race with and help me stay married. These may come in handy for other sailors (assuming your wife is your crew):

1. Never make last minute changes to the boat just before the first race starts and assure the crew “this will make a big difference!”
2. Never choke on the starting line. (Repeat at least 5 times).
3. Never look your crew directly in the eyes if you hit a mark. (It could end your marriage instantly.) Addendum: Practice doing 360’s just in case. (There is no tone of voice capable of explaining what you are doing with the boat after you hit a mark without severe consequences.)
4. Do not try to lie when asked, “Why did you do that?”
5. Do not yell when asked, “Why did you do that again?”
6. Never make a judgement call on your crews’ foul weather gear before you go out on the water.
7. Sail better next regatta, or let wife skipper from now on and keep mouth shut.
8. Never let the crew drink any fluids before you leave the beach.
9. Learn new high tech curse words. These sound very impressive to the crew in times of total disaster.
10. Keep an extra course sticker where only you can see it. When all the other boats are sailing to another mark, it will keep you from asking your crew, “Are you sure you read the right course to me?” That question seems to annoy crews instantly.
11. Finally, at all costs, never, ever say, “Then you sail the @!$# boat!” (Very bad!! You will be talking to an attorney in the morning.)

Acrylic covers last “Twice as Long”?...
Twice as long as what?

Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years. Colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that’s long! We know, because we’ve been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They’re light weight and colorful but they won’t hold up to outdoor winter storage or trailing. And the dark colors hold heat which can cause serious damage to your boat.

Poly Army Duck covers are great for heavy duty service, winter storage, trailing and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you’re ready for a new boat cover, choose the quality standard of the industry... a cover by The Sailors’ Tailor.

The Sailors’ Tailor
191-FS Bellecrest, Bellbrook, OH 45305

INVEST IN THE BEST!
VISA/MC ORDERS CALL
SANDY: (513) 862-7781

6 STYLES:
MOORING FROM $343
FULL DECK COVER OVER THE BOOM (PICTURED)
TRAILING/ MOORING FROM $301
FULL DECK COVER FOR TRAILING & OR FITS WITH MAST UP
SKIRTED FROM $390
BOTH TRAILING & MOORING VERSIONS
COCKPIT FROM $218
BOOM TENT THAT COVERS FROM MAST OF TRANSON
BOTTOM COVER $280
SOFT FLANNEL-LINED CANVAS WITH SHOCK CORD & DRAIN HOLE
Trivia
from Starlights

- Fiberglass hull and deck cleaning can be easily done using a homemade mixture of three tablespoons of white vinegar with one cup of water in a trigger spray bottle, thoroughly rinsed of its earlier product. Without harmful chemicals and ingredients that usually will not evaporate without leaving a residue or film, the vinegar will dissolve all normal dirt, most oxidation and lime deposits on smooth fiberglass easily and without abrading glossy surfaces. Also, the savings against commercial cleaners are significant if a weekly cleaning is part of your care program. A vinegar and water mix, followed by a thorough flushing with a hose will easily ensure well cleaned surfaces for as long as the boat is yours. Such simple care can only enhance the boat’s long term value.

- If you’ve taken heavy seas while hiking and become bothered by an inner ear that has retained water, insert an eyedropper of rubbing alcohol into the ear canal and then gently clap the heel of your hand against the side of your head several times to completely clear the problem. An old eyedropper bottle that is well cleaned and filled with rubbing alcohol can be a blessing and is easily stored in a trailer box for after sailing uses.

- Before stepping your mast it is important to check all standing rigging for frays, bends and salt deposits in your terminals. Solid rod wire is a visual matter, while layered wire should be run along by a cloth or glove to catch any burrs, and swages should be cleaned with a chemical cleaner and brush to remove grit and salt. Yes, a proper inspection and cleaning will require both attention and time, however, the effort involved will pay-back on the course and will also prove to be an important confidence, even a possible edge.

- Don’t forget to rub those halyards with a beeswax block before stepping to ease those loads, and shoot a spray of silicone into the jib and main turning sheaves to ease matters. Also, that outboard system or block requires lubrication occasionally.

- Loose screw or questionable stainless? A dab of clear nail polish to coat the shank of a bothersome screw will relieve the problem, and a coating with clear nail polish after cleaning will greatly reduce rust discoloration in all bolt and screw heads, especially in the slots that have taken wear.

- On cleaning those salt encrusted, dingy wet weather suits, wash them in warm water and mild soap solution as necessary, but do not ever have them dry cleaned! The process of dry cleaning will greatly reduce the water repellent finish that you bought the suit, farmer John or jacket to provide. Also, avoid the convenience of putting water repellent items into a washing machine, regardless, as the washing cycle length is damaging and not essential to a simple cleaning rinse to remove salt and dirt.

- Salt air will eventually “stall” the smoothness of those boat cover zippers, or cause them to bind and strip teeth, or loosen the zipper’s stitching. Avoid the possible problem by wiping each zipper track with a cloth that is moistened with a liquid silicone product. Avoid spraying silicone aerosol on zippers, as the silicone that is absorbed by the stitching will cause it to weaken eventually.

- Whenever mildew appears anywhere, avoid tackling it with an unknown value cleaning solution, just bathe the surface or fabric in a solution of household ammonia and clear water several times to kill and remove the causing spores. Repeated cleansing may be necessary for a canvas weight fabric, however, staying ahead of any mold is better than an eventual weakening of any fabric’s surface values.

- Perhaps reaching too far, but keeping cookies moist and chewy can be accomplished by adding a slice of bread in the storage jar or can...even helps to keep fresh pasta fresher until used.
Yachting and Health
by Sam Sez, as published in Grande Maumelle SC Mainsheet

People who sail are at risk. There are very few vocations that have fewer diseases ascribed to them than has sailing. Your doctor may have trouble recognizing your illness. We must let our plight be known. TV loves the diseases of the month, but they recognize us not! Medical texts virtually ignore us – even seasickness is apt to be listed as “motion sickness” in some subparagraph of “vertigo”.

Therefore, I am beginning a list of diseases I have seen in sailors. Please add to it; I’m certain you know of some I have left out.

<table>
<thead>
<tr>
<th>Spinnaker Shoulder</th>
<th>Masthead-fly Neck</th>
<th>Boom Brain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centerboard Callus</td>
<td>Skipper Tongue</td>
<td>Hiking Knees</td>
</tr>
<tr>
<td>Fiberglass Butt</td>
<td>Mainsail Madness</td>
<td>Sheet Cuts</td>
</tr>
<tr>
<td>Vang Virus</td>
<td>Planing Panic</td>
<td>Starting Slump</td>
</tr>
<tr>
<td>Cleat butt</td>
<td>Hydrophilia</td>
<td>Telltale Eye</td>
</tr>
<tr>
<td>Tack Back</td>
<td>Ooching Ankle</td>
<td>Breakwater Knuckle</td>
</tr>
<tr>
<td>Mid-line Sag</td>
<td>Tiller Thumb</td>
<td>Jib Blindness</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hiking Heart</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gybo-o-phobia</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Heat Frustration</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Slipped Sheet Teeth</td>
</tr>
</tbody>
</table>

THE NEXT BEST THING TO A NEW
FLYING SCOT!

EXQUISITE JACKET WITH A 70 THOUSAND STITCH FULL-BACK EMBROIDERED DESIGN OF YOUR FLYING SCOT

INDIVIDUALLY MADE, YOU SPECIFY THE COLOR OF YOUR BOAT AND THE NUMBER ON YOUR SAIL, MAKING YOUR JACKET A ONE-OF-A-KIND

ALSO, THE FLYING SCOT NAME AND INSIGNIA ARE EMBROIDERED ON THE LEFT CHEST

POLAR FLEECE LINED 3-SEASON JACKET

♦ Similar to, but much nicer than LL BEAN or LAND’S END brand
♦ Wind-proof taslan nylon shell; 460-gram fleece lined; lined stand up collar; Hip length

THE SAME LARGE EMBROIDERED DESIGN IS AVAILABLE ON A HEAVY WEIGHT SWEATSHIRT

<table>
<thead>
<tr>
<th>JACKET BODY COLOR / LINING COLOR / TRIM COLOR / SIZES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deep navy / heather grey / deep navy / S-3XL</td>
</tr>
<tr>
<td>Spruce green / deep navy / plum / S-2XL</td>
</tr>
<tr>
<td>Bright red / deep navy / bright red / S-2XL</td>
</tr>
<tr>
<td>Black / heather grey / black / S-3XL</td>
</tr>
<tr>
<td>SWEATSHIRT COLORS: WHITE, ASH, NAVY</td>
</tr>
</tbody>
</table>

♦ JACKET WITH EMB. BACK & CREST ......................... $105.95
♦ SWEATSHIRT WITH FULL EMB. FRONT ........................... $59.95
♦ PERSONALIZATION ON RIGHT CREST OF
JACKET UP TO 3 LINES OR 27 CHARACTERS ........ $5.00

SHIPPING & HANDLING: ORDER AMOUNT CHARGE
$50.01-$100.00 $6.50
$100.01-$150.00 $7.50
$150.01-$200.00 $9.50
$200.01-$500.00 $12.00

A to Z Embroidery
P.O. Box 758
Williston, VT 05495

FOR ALL OF YOUR EMBROIDERY NEEDS

(802) 879-1779
Power Without Wind?
by Ernest P. Ayo, FS 3202

Sad to say, there comes a time in every sailor’s life when there just ain’t no wind. Double negative or not, you just don’t move and it’s getting dark, especially on inland lakes. You are faced with the humiliation of a tow or paddling with a flashlight in your mouth. Really ruins a nice day of sailing!

Options? A motor mount is cheap enough, but a small outboard motor is outrageously expensive, bloody heavy and difficult to store. It leaks fuel and may be temperamental to start. All of the reasons you sail to avoid. Perhaps an electric trolling motor? Cheap, light, clean, easy to store under deck, hung or on a couple of cushions. Oh... the battery. Darn! Who wants a square bowling ball bouncing around in the hull?

The solution! Car top suction cups attached to a battery tray and a rubber cord secures a leak free marine battery exceptionally well. I’ve sailed with this rig centered on the hull in the stern and never had it move. But then I’ve never turtled.

As a bonus, you can have light using a 12V hand held spotlight and battery charger using a 12V solar battery charger. Keep the charger in the sun with velcro on your deck cover. I use extension cords with polarity to make connections. Female to the battery and male plugs from each appliance. I guess one could brew coffee or play music, etc. The bottom line is, it gets me off the lake quietly, quickly and efficiently. Which, is what sailing is all about.

P.S. My present system (battery, motor, charger and light) is for sale...$150.

Fast and durable sails at a great price!

Sobstad Flying Scot sails come with all the “bells and whistles”. They are made from the finest cloth available with radial corners, rocked panel construction, windows and everything you need to get the most out of your racing. We have applied the technology and materials that have made us leaders in other one design classes to the Flying Scot to bring you these sails at a very low price.

Flying Scot Prices

<table>
<thead>
<tr>
<th>Sails</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main</td>
<td>$606.00</td>
</tr>
<tr>
<td>Jib</td>
<td>$240.00</td>
</tr>
<tr>
<td>Spinn.</td>
<td>$410.00</td>
</tr>
</tbody>
</table>

(sails include Royalties)

$S Sails from the Sobstad one-design development center.
$F$ Full features, ready to race, highest quality materials.
$F$ Sails with a Sobstad race winning pedigree.

Please visit our new web site at http://www.sobstad.com

Gulf Coast only (Fla. Ala. Mis. La. Tx.) call 1 504 283 4058

1-800-5-SOBOSTAD
Hurricane Fran at the Harvest Moon Regatta

by George Rootring, Atwood Yacht Club

After a 30 day period of no rain, it finally came! Lots of rain, lots of wind, and all of that on the Saturday (and Friday night) of our Regatta. Winds 15-30 knots, waves 8-12 (inches!). Nineteen Scots were registered, but several skippers elected not to go out, or to sail 3 up with others.

One person yelled up to the crowd asking for some lard, and one of the committee ladies replied, "Why do you need lard?" The racing chairman then informed her, "They don't want lard, just some beef!" (extra weight on board).

We did two races on Saturday and Dave Neff won both. Boats with three people did well, all boats did survive! One boat had father and little daughter on board. Just the two of them, at every mark she yelled, "Oh Daddy, Oh Daddy, (Jack Carpenter telling her to take down the pole and spinnaker!)

They proved that you don't need beef, just sail the boat. They did well, 6-6-2.

Under main and jib you could plane the boat, and with spinnaker you could fly!

Jack and Martha Stewart were tied for third after two races with Richard Frankland from Berlin Yacht Club. Winds were gusting 15-30 knots, W to NW. One Scotch did upside, as well as two Thistles, one Lightning and all the Juniors in Sunfish and Lasers! The rain had stopped during the second race, but the winds were howling and the sun was somewhere behind the clouds.

Everybody was glad to get to shore and prepare for party time. Atwood Yacht Club has a large new "Refreshment-Bar" featuring "Main-Sail Ale," which is brewed on the premises in our own mini-brewery!

In the dining room hors d'oeuvres were served to all comers, goodies supplied by all the ladies of the Yacht Club!

On Sunday, Race 3, the weather was sunny and pleasant with moderate winds at 6-10 knots.

All the fleets had a good start and the Scots were sailing great. The total number of boats in the Regatta was 85 with 19 being registered Flying Scots.

And how did we do? Well, we survived! During Race 2 we almost went over! We took in a lot of water for extra ballast and had to bail. Crew Robert Clark got hit on the back of the head by something sharp on the boom and started bleeding. I offered to quit and go in but he insisted on continuing and started bailing. At the almost knock-down, I let go of the mainsheet and the boat rounded up - Collision! We did a 720° and kept on going. We had survived but we were tired!

Bob is a good crew, he earned a purple heart and will receive a FSSA Membership and Scots n' Water. After all, he did not get any blood on the sails! We sailed consistently in all three races. 8th place.

RACING RESULTS:
1 David Neff and crew (2)
2 Steve Branner and crew (2)
3 Jack and Martha Stewart
4 Jack Carpenter and daughter
5 Dan Goldberg and crew (2)

Cave Run Sailing Assoc.
Cave Run Sailboat Assoc.
Atwood Yacht Club
Deep Creek
Moraine Sailing Club
Come and Celebrate!
The 40th Anniversary of the Flying Scot Class
Flying Scot Fleet One presents the Pig Roast Regatta
at Cowan Lake Sailing Association
June 21 & 22, 1997

Those of us who participated in the 30th Anniversary Regatta remember the hospitality and good times at Cowan Lake with the 72 boats that attended the event. The host fleet is making every arrangement to ensure this will be another classic event. The fleet will be divided into three divisions: the Hogs (Championship), the Oinkers (Challenger), and the Piglets (Non-spinnaker) with a total of 21 fleet trophies being awarded. There will also be 8 Ohio District Trophies and 5 Parent-Child Trophies. Participants will be allowed to choose their divisions at registration. However, a one-race elimination may be held if the split is too lopsided. And finally, the fleet captain (Jim Richardson) has scheduled three clear days with 12 knot winds from the west.

Schedule of Events

Friday, June 20
3:00 pm Practice Race and Seminar on the water with Greg Fisher of North Sails, followed by Snacks and Beverages.

Saturday, June 21
7:30 am Breakfast
8:50 am Registration
10:00 am Skippers meeting at the Race Committee Boat
11:00 am First Race
12:30 pm Lunch at the Clubhouse
2:00 pm Second and Third Races (Back to Back)
6:00 pm Pig Roast Dinner
7:00 pm Entertainment

Sunday, June 22
8:00 am Breakfast
10:00 am Fourth Race
11:30 am Lunch and Awards

REGISTRATION FORM – 1997 Pig Roast Regatta

Boat Number ___________________ Skipper ___________________

Fleet/Club Affiliation ______________ Crew ____________________ 2nd Crew ______________

Registration Fee: $70.00 Per Boat-$65 if member of US Sailing, with proof of membership. The Registration includes complete meal package for two adults. $________

Additional Meals: Pig Roast @ $15.00 Adult
@ $8.00 Child (ages 6-11) __________

Lunch-Sat @ $4.00 Adult
@ $2.00 Child __________

Lunch-Sun @ $4.00 Adult
@ $2.00 Child __________

Make Check Payable to: FLYING SCOT FLEET #1 for total of $________ and mail to:

Pat Glazier, 8500 Nottingwood Dr., Cincinnati, OH 45255 • Tel: (513) 474-9037 • Please RSVP by June 1, 1997.

Name: __________________________ Phone: __________________________

Street: __________________________

City: __________________________ State: __________ Zip: __________
Accommodations

**Camping**: Excellent free camping is available on the grounds of Cowan Lake Sailing Association. The club has bathrooms, his/hers showers and a kitchen with refrigerators, microwave and stove. Club rules do not permit pets on the grounds.

**Motels**:
- Kings Island Inn: 800-727-5050
- Quality Inn: 513-398-1237
- L & K Motel: 800-282-5711

**Cabins**: Cowan Lake State Park Cabins: Comfortable, air-conditioned, furnished, kitchens, etc. Sleeps a total of 6. Contact John Elders @ 513-321-5257.

**Child Care**: Baby sitting/child care will be provided with one week notice. Please call Bob Peterson to make arrangements at 513-522-2203.

Directions to Cowan Lake:

**From Cincinnati**:
- I-71 North, Exit @ exit 36 (Wilmington Rd)
- 3.5 miles East to Clarksville Rd, turn right
- 2.8 miles to RT 350 (Clarksville), turn left
- 3.8 miles to RT 730, turn left
- Quarter mile to Cowan Lake Park Entrance, bear right
- Quarter mile to CLSA entrance. Turn right.
- Quarter mile to CLSA.

**From Columbus**:
- I-71 South, Exit 50 (RT 68)
- 5 miles South through downtown Wilmington to RT 750, turn right
- 8 miles to Cowan Lake Entrance, (Quarter mile after crossing dam), turn left
- Quarter mile to CLSA entrance. Turn right.
- Quarter mile to CLSA.

---

**Midwest Sailing**

SAILING SPECIALISTS SINCE 1963

8955 Dexter-Pinckney Rd.
Pinckney, Michigan 48169-9430
313-426-4155 Fax 313-426-5532

NOW IS THE TIME TO UPDATE YOUR FLYING SCOT with custom rigging kits from Midwest Sailing:outhaul, cunningham, boom vang, jib sheeting, main sheeting, and spinnaker; crew hiking line; underboom mainsheet loop; centerboard gasket. Easy to install. Complete instructions provided with each kit. Also available: stainless halyard cranks; telescoping tiller extensions; spinnaker poles; tiller, shroud and cockpit covers; the best mast-head wind indicators. Check your gooseneck, halyard winches and standing rigging; we stock replacements. Same-day shipping for most Flying Scot parts, accessories and rigging kits.

OUR NEW SCOTS are unique. We take delivery of the hulls without running rigging, then add our custom rigging systems to produce what many say is the best quality-rigged Scot available. A Midwest Sailing Scot by itself may not be faster, but 25 years of satisfied customers all over the country think our Scots are easier, more comfortable and, therefore, more fun to sail and race.

"PREVIOUSLY OWNED" SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with Midwest Sailing’s one year warranty. Call us today for our current listings.

BOAT HOISTS. Lake sailors, you can end bottom-washing and dry-sailing hassle with our aluminum “A”-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

SPECIAL SCOT SERVICES. We repair centerboards, do fiberglass repair, and straighten masts. Expert personalized instruction is available, whether learn-to-sail or race-to-win; one-on-one, or with your entire family or crew. Also fleet and club seminars.

SAILING SPECIALISTS. Midwest Sailing has many satisfied long-time customers throughout North America. We also sell and service Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Compac. Please call or fax us for details and prices today.

WE SHIP UPS DAILY. VISA AND MASTERCARD WELCOME.
Team Racing at its Best

Three years ago the Clear Lake Yacht Club threw out the challenge to the Portage Yacht. WE HEARD YOU WERE GOOD, BUT WE THINK WE ARE BETTER AND WE ARE PUTTING UP THE CLEAR LAKE CHALLENGE CUP TO PROVE IT!

For two years in a row the Clear Lake Yacht Club Team was able to hold on to the cup. Last year was a different story. The Portage Club joined forces with the Berlin and Monroe Clubs and took the Challenge Cup. This year, THE CLEAR LAKE YACHT CLUB TOOK THE CUP BACK!

The racing conditions were much better than last year and as you can see by the first three places, it was a very close race. Everyone seemed to have a great time. The pig roast was great and everyone liked the idea of not having an entry fee and paying only for your meals.

The 1997 race will be held on June 28 and 29, at Clear Lake, Fremont, IN. This is the only Flying Scot Regatta in the Midwest that is set up for fleet team racing. Get your team together for 1997 and plan on a great time at Clear Lake.

For additional information call: Larry Schavey (219) 495-2640 or Bob Lewis (219) 637-3922.

The results of this year's race are listed below.

<table>
<thead>
<tr>
<th>Pos.</th>
<th>Boat</th>
<th>Skipper/Crew</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>657</td>
<td>Kent Robinson/Duane Robinson</td>
<td>11.75</td>
</tr>
<tr>
<td>2</td>
<td>4580</td>
<td>Jim and Jody Horein</td>
<td>12.75</td>
</tr>
<tr>
<td>3</td>
<td>3577</td>
<td>John and Suzie Domagala</td>
<td>14.75</td>
</tr>
<tr>
<td>4</td>
<td>4844</td>
<td>Mike Brodrick/Scott Brodrick</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>3929</td>
<td>Bill Vorgler/Sally Kerber</td>
<td>22.75</td>
</tr>
</tbody>
</table>

CLEAR LAKE YACHT CLUB: 69.5 POINTS
PORTAGE, BERLIN AND MONROE CLUBS: 94.5

Letters
as published in Grand Maumelle SC Mainsheet

Dear Maestro,
Please tell me what you can about sail trim.
Signed, Earnest

Dear Earnest,
Never trim your sails. They come just the right size and any trimming will just make them too small to fit your mast and boom.

MARCH/APRIL, 1997
All Roads Lead to Lake Norman Y.C.  
August 1 - 8, 1997

Flying Scot North American Championships

The 1997 Flying Scot NAC is being hosted by Lake Norman Yacht Club and will be governed by the International Sailing Federation Racing Rules, the prescriptions of the United States Sailing Association, and the rules of the Flying Scot Class, except as any of these are altered by the sailing instructions, (available at registration). In addition to general registration, competitions exist for Women*, Junior* and Senior Sailors.

LOCATION AND AREA FEATURES:

Piedmont Region of North Carolina
- Central location for Flying Scot Fleets in the East
- Sports, concerts, amusement center, art, shopping, night clubs, outlet malls, barbeque, history, Southern Hospitality

Lake Norman Yacht Club
- Experienced race management – three previous NACs
- Attractive setting with docks and ramps, 22 acres, parking, camping and playgrounds
- Nearby racing allows onshore postponements
- Clubhouse and pavilion facilities
- Friendly, family atmosphere (sorry, no pets)
- Breakfasts, lunches, several dinners available (cost not included; cannot accommodate special diets)

Hotels (area code is 704):
- Best Western: 886-0680
- Days Inn: 664-6100
- Holiday Inn: 892-9120
- Comfort Inn: 892-3500
- Hampton Inn: 892-9900
- Ramada Ltd.: 664-6556

Contacts:
Registration/Childcare: Marti Worthen (910) 766-9042.
E-mail: mworthen@bgsm.edu.
Charter Boats: Don Smith (704) 788-6532
Regatta Chairman: Dave Alkire (704) 364-2277
- Important: Childcare and chartered boats available only with pre-registration.
- *If five boats are not pre-registered, this category of racing will be cancelled and registration fees returned.

SCHEDULE OF EVENTS (TENTATIVE):
Registration and Measuring:
1300 Friday until 1700 Sunday
NACs for Women and Juniors:
0900 to 1600 Sunday
Welcome Party:
1730 Sunday
NAC qualifying races:
0900 Monday and Tuesday
Board of Governors Dinner:
1830 Tuesday
Annual Meeting and Dinner:
1830 Wednesday
NAC racing:
0900 Wednesday, Thursday and Friday
Awards:
Friday p.m.
1997 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP

Name ________________________________________
Address ______________________________________
City ___________________________________ State __________ ZIP __________
Phone __________________________ Fleet # _______ Sail # _______ 

EXTRA INFORMATION

Total no. of people attending (for social planning): ___________; Camping □ Yes □ No
Need child care □ Yes □ No No. of children __________, age(s) __________
Registration Fee: $110 if postmarked by July 1; $130 after that date.
Deduct $10 if you are a member of USSA (member #__________) 

WOMEN'S NAC REGISTRATION

Name ________________________________________
Address ______________________________________
City ___________________________________ State __________ ZIP __________
Phone __________________________ Fleet # _______ Sail # _______ 

Registration Fee: $20 if postmarked by July 1; $25 after that date. 

JUNIOR NAC REGISTRATION

Name ________________________________________
Address ______________________________________
City ___________________________________ State __________ ZIP __________
Phone __________________________ Fleet # _______ Sail # _______ 

Registration Fee: $20 if postmarked by July 1; $25 after that date. 

Registration Forms (Make checks payable to 1997 Flying Scot NAC) and mail to:
Marti Worthen, 220 Epping Rd., Clemmons, NC 27012

Lake Norman
Charlotte, NC

MARCH/APRIL, 1997
Flying Scot Sailing has officially joined the World Wide Web. What this means is that we now have a home base on the Internet for promoting memberships in the FSSA, making it easier to become an owner of a new or used Scot, and providing existing Scot sailors with information, such as daily updates from the Midwinters and NACs for those unlucky enough not to be there. By aiming your web browser at http://www.fssa.com you will see the home page, a copy of which is included in this article.

First you will see a general description of the virtues and versatility of the Scot. From the home page you can get to sections on the FSSA, the fleets and their locations, regatta schedules and results, buying new or used boats, an FSSA membership application and “links” to other sailing information on the Internet.

One advantage of having the Scot web site is the chance for a worldwide audience to learn what a great boat we sail. People who are ready for that mystical Scot experience can find out about buying new boats from Flying Scot, Inc., and sails and other equipment from our outfitters. For sailors not quite ready to jump into a new boat, a slight increase in the Caveat Emporium fee will include posting these ads on the net where the world can see them.

This is just a start. As we get our sea legs, the site will be expanded to include articles and other topics of interest. Pass on any suggestions you have to info@fssa.com, or the FSSA offices.

Some of you pioneer web surfers are familiar with Palmer Davis’ web site. Palmer has graciously deferred to the FSSA which will run the site from here on.

---

**ACRYLIC FLYING SCOT COVERS**

- Acrylic, an attractive, handsome material, will not rot, mildew or shrink—Lasts TWICE as LONG
- Delrin zipper covered by flap—velcro secured
- Velcro enclosures for side stays
  - Very light & easy to handle
  - Never stiff or brittle
  - Ventilation by netted opening w/ hood
- White & Blue — FAST DELIVERY!
- Other Colors

**FLYING SCOT**

<table>
<thead>
<tr>
<th>White</th>
<th>Blue</th>
<th>Other Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flat 6&quot; Skirt</td>
<td>$284.00</td>
<td>294.00</td>
</tr>
<tr>
<td>Flat Full Side</td>
<td>376.00</td>
<td>391.00</td>
</tr>
<tr>
<td>Tent 6&quot; Skirt</td>
<td>325.00</td>
<td>330.00</td>
</tr>
<tr>
<td>Tent Full Side</td>
<td>418.00</td>
<td>431.00</td>
</tr>
<tr>
<td>Sail # Installed</td>
<td>25</td>
<td></td>
</tr>
</tbody>
</table>

**ROOKE SAILS**

1744 Prescott South
Memphis, Tenn 38111

**CHRIS ROOKE**
901-744-8500
Check in advance - no UPS
MC, Visa, AmEx - add UPS

---

SCOTS n' WATER
Flying Scot Canadian Championship
by Douglas T. Smith FS 3691

Once again Fleet 148 was host to the Flying Scot Canadian Championship held every two years at the Stony Lake Yacht Club on beautiful Stony Lake. This event has become one of the most highly regarded regattas on the FS racing circuit, and is attended by a group of hard core supporters who come back year after year knowing that they will find good racing and great hospitality. This year's event was no exception with all the same amenities plus a new feature, the 10 in-a-Scot bi-national paddling event. More on that later.

As usual the fun began Friday afternoon as the first of 22 boats with sailors and their families began to arrive at the local marina. Since the SLYC is on an island as are most of the cottages where participants stayed, all boats are launched mast down and towed to a billet or the yacht club. Most people were at the marina by six and were taken over to the yacht club for a delicious pre-regatta dinner as old friendships were renewed and new ones made.

Saturday morning after a gourmet breakfast, regatta chairman Colin Kinnear welcomed the participants and introduced the race committee. At that time the wind was non-existent and the decision was made to delay the start until the wind filled in. Local sailors were not hopeful that any kind of pressure would develop considering the warm sunny conditions that so often mean no wind for days. But much to the delight of the sailors, a front moved in from the west and the R.C. fired a gun signaling that they were leaving the dock to set the course. Peter Seidman was caught napping as his wife searched for her lost skipper. Seems he was asleep under the deck the whole time.

The first race started just after noon with Harry Carpenter taking an early lead at the first windward mark on a standard Olympic course. A stall in the wind on the second windward leg caught five of the seven lead boats on the wrong side of freshening starboard lift, dramatically changing the positions of all but the two lead boats. Harry went on to win that race and the next with Joe Gulick taking two second places.

After the end of the second race, everybody returned to the yacht club or to their billets to get ready for the evening festivities. This year a new event was added, the International 10 in a Scot Paddling Match. Two teams were picked, one representing Canada and the other the United States. With no sails and only paddles to provide forward motion, the two teams made their way out to the starting line. Team USA trying to intimidate the Canadians muscled their way up to the start line first, but

Continued on page 20
a more experienced team Canada knew to save their strength for the grueling race that lay ahead. With the sound of the starter's gun both teams dug in to overcome the immense inertia that a Flying Scot with a crew 10 must have had. For the first quarter of the 500 ft. course, both boats were pretty much neck and neck. With so much energy spent on just getting the boats moving, it now became a race of endurance. The Team that was going to win was the team that could maintain their speed to the finish line. Slowly Team Canada started to inch ahead. Each stroke increased their lead but Team USA battled fiercely to the bitter end and even though Team Canada was victorious, crossing the finish line in front of the Yacht Club to the cheers of the crowd, they knew that the battle had just begun and that the Americans would be back in two years' time to avenge their defeat.

Back at the dock all participants gathered for a photo-op and media scrum. In the spirit of sportsmanship, the Canadian paddlers gave their prizes (miniature paddles) to the Americans and a well deserved beverage was consumed by some. After a delicious meal most of the sailors returned to their billets but some of the more adventurous went to the local bar, Viamede resort. In fact, we couldn't keep Steve Bellows away, as he led the charge across the lake.

Sunday morning everyone returned for another superb breakfast and then out for two more races on the water (no paddles allowed for these races). The winds were steady out of the west. Harry Carpenter had to settle for third place as Paul Lee took first and Joe Gulick remained consistent with second place. In the last race, Dan Goldberg out maneuvered everyone to take first and Harry, second. Joe Gulick had his worst race, but still was well positioned for taking second overall and Dan Goldberg, third.

The weather was fantastic and the Race Committee outstanding. This Regatta was one of our best ever. At the end of the Awards ceremony following a barbeque lunch of hamburgers and chicken, fleet captain Douglas Smith introduced the next regatta chairman, Susie Hauth who promises more of the same in 1998.

One suggestion that the local fleet has always made is that if people booked a cabin at the local resort they could spend the week before or the week after on the lake with their families and explore more of the history of this unique region. The rock that all the cottages sit on is some of the oldest rock in the world and in fact is an exposed area of the Canadian Shield. Stony Lake is one of a chain of the Kawartha Lakes that are connected by locks and even a marine railway that stretches from the Bay of Quinte in Lake Ontario all the way to Georgian Bay in Lake Huron. The Trent-Severn waterway was originally conceived as a means for water traffic to by-pass the Welland canal following the hostilities of the War of 1812. By the time the system was complete that threat no longer existed, but the interior of Upper Canada was now open up for commercial ventures from lumber to mining and the fur trade. Many people came just for the scenery and soon they bought the local islands or mainland property that was only accessible by the local steamers. These people are the ancestors of the residents of Stony Lake today. Some of these islands have been in one family for over one hundred years, mine included. Trying to explain relations on the lake to one's own family is hard enough let alone a newcomer, but we try, and new blood is always welcomed as a way to expand the gene pool.

The reason we have this regatta is to bring such good competitors right to our own backyard. We are a small club, but we have a lot of heart. We have been racing since the 1920's and we have a great junior program that teaches several levels of sailing from basic fundamentals to advanced racing. But, like a lot of clubs, we are experiencing a decline in participation in our regular weekend races. Every time we hold one of these events, we stir the interest of people to come out and volunteer their time to help make the regatta a success. Sometimes people just come and ask us what all the activity is about. We tell them that we are having a sailing regatta, and they see that we are having fun. We hope that you can come and have fun with us in August 1998.
1996
Flying Scot Canadian Championship
Stony Lake Yacht Club / Fleet 148

<table>
<thead>
<tr>
<th>Place</th>
<th>Sail#</th>
<th>Country</th>
<th>Skipper</th>
<th>Crew</th>
<th>Race1</th>
<th>Race2</th>
<th>Race3</th>
<th>Race4</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5019</td>
<td>USA</td>
<td>Harry Carpenter</td>
<td>Jimmy Carpenter</td>
<td>0.75</td>
<td>0.75</td>
<td>3</td>
<td>2</td>
<td>6.5</td>
</tr>
<tr>
<td>2</td>
<td>4508</td>
<td>USA</td>
<td>Joe Gulick</td>
<td>Patti Gulick</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>8</td>
<td>14</td>
</tr>
<tr>
<td>3</td>
<td>4991</td>
<td>USA</td>
<td>Dan Goldberg</td>
<td>Joni Reis/Martine Rawlings</td>
<td>9</td>
<td>3</td>
<td>9</td>
<td>0.75</td>
<td>21.75</td>
</tr>
<tr>
<td>4</td>
<td>3913</td>
<td>USA</td>
<td>Josh Goldman</td>
<td>Martin Waine</td>
<td>3</td>
<td>6</td>
<td>8</td>
<td>6</td>
<td>23</td>
</tr>
<tr>
<td>5</td>
<td>4999</td>
<td>CAN</td>
<td>Robin Collins</td>
<td>Colin Kinnear</td>
<td>4</td>
<td>5</td>
<td>7</td>
<td>7</td>
<td>23</td>
</tr>
<tr>
<td>6</td>
<td>5007</td>
<td>USA</td>
<td>Steve Bellows</td>
<td>Hank Williams</td>
<td>7</td>
<td>9</td>
<td>6</td>
<td>5</td>
<td>27</td>
</tr>
<tr>
<td>7</td>
<td>D3</td>
<td>USA</td>
<td>Paul Lee</td>
<td>Denise Lee</td>
<td>5</td>
<td>12</td>
<td>0.75</td>
<td>13</td>
<td>30.75</td>
</tr>
<tr>
<td>8</td>
<td>4620</td>
<td>USA</td>
<td>Mike Cullen</td>
<td>Jonathon Vehar</td>
<td>10</td>
<td>8</td>
<td>4</td>
<td>9</td>
<td>31</td>
</tr>
<tr>
<td>9</td>
<td>4096</td>
<td>USA</td>
<td>Forest Rogers</td>
<td>Mike Boehl</td>
<td>8</td>
<td>4</td>
<td>11</td>
<td>12</td>
<td>35</td>
</tr>
<tr>
<td>10</td>
<td>2843</td>
<td>USA</td>
<td>Paul Blonski</td>
<td>John Blonski/Paul Blonski, Jr.</td>
<td>11</td>
<td>16</td>
<td>5</td>
<td>4</td>
<td>36</td>
</tr>
<tr>
<td>11</td>
<td>2601</td>
<td>USA</td>
<td>Melanie Dunham</td>
<td>Bill Dunham</td>
<td>14</td>
<td>13</td>
<td>10</td>
<td>3</td>
<td>40</td>
</tr>
<tr>
<td>12</td>
<td>4147</td>
<td>CAN</td>
<td>Alick Ryder</td>
<td>Leslie Ryder/Elizabeth Christie</td>
<td>15</td>
<td>7</td>
<td>12</td>
<td>10</td>
<td>44</td>
</tr>
<tr>
<td>13</td>
<td>3991</td>
<td>USA</td>
<td>Chris Rotunno</td>
<td>Jeanne Rotunno</td>
<td>17</td>
<td>11</td>
<td>16</td>
<td>11</td>
<td>55</td>
</tr>
<tr>
<td>14</td>
<td>3691</td>
<td>CAN</td>
<td>Doug Smith</td>
<td>Susie Hauth</td>
<td>6</td>
<td>19</td>
<td>17</td>
<td>14</td>
<td>56</td>
</tr>
<tr>
<td>15</td>
<td>442</td>
<td>CAN</td>
<td>Sandy Beatty</td>
<td>David McCumber</td>
<td>13</td>
<td>15</td>
<td>13</td>
<td>16</td>
<td>57</td>
</tr>
<tr>
<td>16</td>
<td>4254</td>
<td>USA</td>
<td>Peter Seidman</td>
<td>Ann Seidman</td>
<td>16</td>
<td>14</td>
<td>14</td>
<td>17</td>
<td>61</td>
</tr>
<tr>
<td>17</td>
<td>4320</td>
<td>CAN</td>
<td>Douglas McTavish</td>
<td>Elan Emerson/Jennifer Ayers</td>
<td>18</td>
<td>17</td>
<td>15</td>
<td>15</td>
<td>65</td>
</tr>
<tr>
<td>18</td>
<td>4937</td>
<td>USA</td>
<td>David Jacobsen</td>
<td>Dave Jacobsen</td>
<td>12</td>
<td>10</td>
<td>23</td>
<td>23</td>
<td>68</td>
</tr>
<tr>
<td>19</td>
<td>4999</td>
<td>CAN</td>
<td>Liz Guillet</td>
<td>Ron Hauth</td>
<td>20</td>
<td>20</td>
<td>18</td>
<td>18</td>
<td>76</td>
</tr>
<tr>
<td>20</td>
<td>4389</td>
<td>CAN</td>
<td>Alan Wotherspoon</td>
<td>Susie Newton</td>
<td>19</td>
<td>18</td>
<td>19</td>
<td>23</td>
<td>79</td>
</tr>
</tbody>
</table>

Pamlico Sound, North Carolina

Prime waterfront properties in and around Oriental, “The Sailing Capitol of North Carolina”, One of the very best sailing locations on the east coast.

Perfect for investment, retirement, or vacation home.

Call or write for free information:
SUNBELT ASSOCIATES REAL ESTATE, INC.
PO BOX 729
ORIENTAL, NC 28571
(919) 249-2867
http://www.pamlico-nc.com/sunbelt.htm

INTERNATIONAL TEN IN A SCOT PADDLING MATCH

TEAM CANADA
Robin Collins  Ron Hauth  Scot Sherin  Colin Kinnear  Susie Hauth  Douglas Smith  Liz Guillet  Sandy Beatty  Woody Brumet  Tristan Jenkins

TEAM USA
Melanie Dunham  Chris Rotunno  Jonathan Vehar  Martine Rawlings  Paul Lee  Denise Lee  Paul Blonski, Jr.  Josh Goldman  Mike Boehl  Forest Rogers

MARCH/APRIL, 1997
Sail for the Grail

Fleet 80, Lake Arthur

The 1996 version of the Sail for the Grail at Lake Arthur was won again by Mike Cullen and his crew John Jombock who Mike borrowed from our Fleet. Mike also won last year. There were 23 boats entered in this year’s regatta with 8 boats in from out of town. Steve Branner, our Ohio District Governor, was in from Cave Run Lake, KY, Fleet 165 with crew Martin Klapproth. Steve came in eighth.

Harry Carpenter sailed with his sister Sally Carpenter for a second place finish. Skipper Don Griffin with crew Barbara Griffin got the bronze.

Fourth place was taken by Tom Lawton and his crew, Patti Johns. They showed up without a boat so Dan Goldberg let them use one of his. Fifth place was awarded to Jack Carpenter with his ten-year-old daughter Rebecca as his crew. The last trophy winner for sixth place was finally won by someone from Fleet 80, Jim Starr and his crew, Martine Rawlings and Arlene Richardson.

Satrudays three races were sailed in 5 to 15 knot winds, under big fluffy clouds, and low 70° temp. Even though the air kept everyone moving, the best sailors guessed where the puffs were going to be. A wrong guess cost lots and lots of boat lengths. Saturday evening we had a wonderful party and dinner with ribs as our main course. Our own Uncle Charley cooked all the ribs everyone could eat and then gave everyone some more. Jim Starr served up his special whiskey sour. Harry Carpenter talked about the new mast head floatation that is now available for the Scots, which is just what we needed for Sunday, with lots of wind 20-25, rain, and cool temps. We still held our down the lake sail. That race counted as a double race giving us one throw out.

Jubilee Regatta

Pensacola Yacht Club

The Jubilee Regatta for Flying Scots and Thistles was held on Nov 9 and 10, 1996. There was a great turnout for this growing regatta that is held each year at Pensacola Yacht Club. The winds were favorable, the temperatures a little cool, but a great time was had by all. Come join us next year...it’s really exciting to be racing and have the US airshow performing above.

- Glass Award: Ellen Fitzgibbon
- Cock of the Walk: Darren Cook
- Sunshine Award: Paul-Jon Patin & Micki Gramm

<table>
<thead>
<tr>
<th>Pos.</th>
<th>Skipper</th>
<th>Crew</th>
<th>Race 1</th>
<th>Race 2</th>
<th>Race 3</th>
<th>Race 4</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Darren Cooke</td>
<td>Robert Harrison</td>
<td>0.75</td>
<td>0.75</td>
<td>0.75</td>
<td>4</td>
<td>6.25</td>
</tr>
<tr>
<td>2</td>
<td>Charlie Buller</td>
<td>Andy Buller</td>
<td>7</td>
<td>8</td>
<td>2</td>
<td>0.75</td>
<td>17.75</td>
</tr>
<tr>
<td>3</td>
<td>Paul-Jon Patin</td>
<td>Micki Gramm</td>
<td>3</td>
<td>4</td>
<td>11</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>4</td>
<td>Brian Harrison</td>
<td>Eric Boothe, Tom Boothe</td>
<td>6</td>
<td>3</td>
<td>6</td>
<td>11</td>
<td>26</td>
</tr>
<tr>
<td>5</td>
<td>John Domagala</td>
<td>Terri Swift</td>
<td>8</td>
<td>7</td>
<td>12</td>
<td>2</td>
<td>29</td>
</tr>
<tr>
<td>6</td>
<td>G.W. Hartman</td>
<td>Pat Manocchia</td>
<td>10</td>
<td>2</td>
<td>9</td>
<td>8</td>
<td>29</td>
</tr>
<tr>
<td>7</td>
<td>Chuck Barnes</td>
<td>Scott Rames, Patrick Nobles</td>
<td>4</td>
<td>16</td>
<td>3</td>
<td>10</td>
<td>33</td>
</tr>
<tr>
<td>8</td>
<td>Russell Brown</td>
<td>Chris Brown</td>
<td>14</td>
<td>10</td>
<td>4</td>
<td>5</td>
<td>33</td>
</tr>
<tr>
<td>9</td>
<td>Larry Taggart</td>
<td>Granny Ders, Carrie Berger</td>
<td>5</td>
<td>9</td>
<td>13</td>
<td>7</td>
<td>34</td>
</tr>
<tr>
<td>10</td>
<td>Ellen Fitzgibbon</td>
<td>Roth Rowell, Cyllie Rowell</td>
<td>9</td>
<td>5</td>
<td>7</td>
<td>14</td>
<td>35</td>
</tr>
</tbody>
</table>

http://www.fssa.com
VISIT OUR NEW WEB SITE
Caveat Emptor

FS 841—One of the prettiest, user-friendly Scots anywhere. Blue hull, white stripe and deck. Red, white and blue racing chevrons on foredeck, custom graphics. WACO 360 centerboard clean, centerboard vang, cleating system, adjustable tiller extension, transom-mounted boarding ladder, tiller-mounted rudder lift, jiffy reefing, stainless mast sleeve and hinge, tactical compass, 2-1 jib sheeting, transom port, full-sided mooring cover, rigged trailer, two like-new sets of Schurr sails, multi-colored spinner. $9000. Call Joseph Van Zandt (414) 877-2276.

FS 1364—WANTED: used set of sails for 1364. Please call Mike Burns (608) 241-7544.

FS 1379—Customflex green hull, white deck, good condition, new cockpit cover, new trailer/mooring cover, WACO 360 centerboard swivel, motor, bow anchor, compass, head trim, Boston sails and spinnaker, jiffy reef, windex, bow floatation bag, MAGI outboard, MAGI spinner system. MAGI jib sheeting, lifting bridge, mast hinge, Gator trailer with spare, tiller extension, stainless mast sleeve. 1993 2hp Johnson. Located in Dayton, OH. $3200. Call Ray (937) 294-4537.

FS 1421—Customflex, light, strong, and in excellent condition. White deck, blue stripe, two sets of sails, spinnaker with pole, hardware, stainless steel mast sleeve with new hinge, shimmed centerboard trunk. 360, 3hp outboard with bracket, trailer has large storage box and three new tires, two covers—one is a sturdy trailering/mooring cover. Can deliver. Located near Boston, MA. $4300. Call Bob Wray (608) 268-2121.


FS 2048—Completely refurbed, excellent condition. New North sails, new Awlgrip paint. White with red stripe. Rudder and centerboard fair and templated to class specs, all racing gear. Trailer primed and painted. Cover. $4500. Call Joe Park (704) 873-7973.

FS 2105—Blue, yellow stripe, Good condition. Dry winter storage, cockpit cover, two sets of sails, one new, spinacker, all lines, fully equipped (anchor, preservers, etc.) Harken blocks. Rarely raced. Located in Long Island, NY. $2500. Call Paul Katz (718) 847-9873.

FS 2208—Customflex built in 1972, Fisher main and jib used less than 10 times—chute older. PAMCO trailer with new wheels and heaving buddies. About $1100 in repair work performed in 1993 at Gorden Douglass Boatworks. $3000. Call John Uti (330) 856-7443.

FS 2397—Customflex white hull & deck, dry sailed only, always stored indoors, two sets of sails, spinnaker, custom (Harken) rigged from Midwest Aquatics, cockpit cover, outboard bracket, Pemco trailer. $3400. Also, brand new Fisher 1/2 oz. rainbow spinnaker, never used—best offer. Call Harold Gendelman (910) 646-2094 (H), (910) 552-5200 (W).


FS 2895—Douglass built, light blue hull with off white deck, two sets of sails with spinacker. Brand new Harken mid-boom main sheet, new spinacker rig with Harken blocks and pole lift. New 6-1 boom vang, galvanized trailer with extra set of wheels, cover, lift bridge, never raced. Dry stored, Located in New Jersey. $3000. Call Teresa or Lou Condal (908) 727-0144.

FS 3042—Douglass, excellent condition stern to stern, white on white with yellow stripe, two suits of sails with spinacker, gunmcked to date, new mast and standing rigging, motor mount, full boom cover, galvanized Dilly trailer, freshwater dry sailed only, estate sail. Call Dan Baldwin (915) 692-9803 (H) or (915) 690-5914 (O).

FS 3323—Douglass, Sterling galvanized trailer, yellow with white deck & graphite bottom, two suits sails & spinacker, underdeck spinacker sheets and jib sheets on seats, anchor, boom tent, compass, hoisting bridge, motor mount, tongue jack, Bearing Buddies, bow floatation bag, very good condition, dry sailed at Saratoga Lake, NY. $1500. Call Gary Powell (315) 887-7723 evenings, (518) 783-4253 days.

FS 3366—Douglass built, well maintained, dry sailed, complete like new sails, brand new 3hp seagull with bracket, storing trailer, yellow/blue stripe, fast sailed 1960, one owner, winter covered & stored. $5200. Call Bill Davis (603) 428-3228.


OLD SAILS + TAX DEDUCTIONS = HAPPY CAMPERs

Do you have sails gathering dust? You may be able to gain a valuable tax deduction while helping youngsters learn sailing and seamanship. YMCA Camp Letts, on an inlet just south of Annapolis, is refurbishing their five Flying Scots and would love to accept your older main, jib or spinacker in good condition. "We only race the Scots against each other so we're not looking for perfection, just a clean, not too blown out sail," said Tom Coleman, Waterfront Director. Camp Letts, now in its 91st year of serving children, families and adults is recognized as having one of the country's best sailing programs. "Volunteerism and donations have always gone a long way to help maintain a quality program," Coleman reports.

Anyone interested in tax deductible contributions of sails or gear should contact Tom Coleman at (301) 261-4286 or FAX (301) 261-7336.
Starting Line

River City Regatta
April 12 and 13, 1997
Ruddcr Club, Jacksonville, FL
The first day of the two-day regatta features one-design racing (Flying Scots, Prindle 19's, Sunfish, Portsmouth monohull, and Portsmouth multihull are the classes anticipated). Sunday there is a race for cruisers and a distance race for other boats (with separate awards from Saturday).
Come race on the St. Johns River at the site of the 1997 Wife-Husband Championship Regatta.
For further information, contact the Rudder Club: 904-264-4094 or Jonathan Hamilton 352-392-2999 (Office/Messages) or 352-335-1243 (Home).

GREAT 48 Regatta
May 3 and 4, 1997
Lake Norman, NC
The 1997 NAC will also be held at LNYC. Being a Flying Scot only regatta, the GREAT 48 is a perfect warm up for the NAC. Wind permitting, we will run 3 NAC caliber races. We should have over 40 boats for the 1997 GREAT 48.
You can drop your boat off at LNYC for the GREAT 48 on your return from the Mid-Winters in Panama City, FL. There are great camping facilities at LNYC and at least 5 motels within 15 minutes of LNYC.
For details, contact Larry Lewis (H) 910-884-0518 (W) 910-882-3301 or Bane Shaw (H) 704-366-0829 (W) 704-822-6014.

Full Moon Regatta
May 17, 1997
Red Bank, NJ
Calling all Flying Scots! The first stop on the 1997 New Jersey Championship Series circuit is in Red Bank, NJ on Saturday, May 17. The Sixth annual Full Moon Regatta, hosted by Monmouth Boat Club, will be sailed on the beautiful Navesink River. Come test your prowess as five races are planned. EZ in, EZ out on the three hostels next to a historic landmark, the clubhouse. Skippers meeting is scheduled for 9:30 am. For more information, contact Fleet Captains, Bruce and Jackie Catanach at 201-586-0825 or via e-mail: boatanach@aol.com

1997 Midwest District Championships
June 13 - 15
Delavan Lake YC and Fleet #114
On June 13 - 15, the Delavan Lake Yacht Club and Fleet #114 will be hosting the 1997 Midwest District Championships. The club has a reputation for great regattas and is looking forward to continuing this 102 year old tradition. Good racing, good food, and good times are what make this club special and its regattas memorable.
Delavan Lake is located south west of Lake Geneva in Southern Wisconsin. Flying Scot Fleet #114 is one of six competitive fleets at DYC and the weekly Sunday club series averages 12 to 14 Scots on the line. This is inland lake sailing at its best.
This is an open invitation for Flying Scots to join us for a weekend of competitive sailing. Please contact Harry Haack (847) 362-7878, to be added to the mailing list.

FS 40th Anniversary Regatta
June 20 and 21, 1997
Cowan Lake, OH
We sincerely hope you and your family join us for the 40th Flying Scot Anniversary Regatta and Pig Roast June 20 and 21, 1997. We race and party with equal vigor. - Steve Yovan, Commodore Fleet One ’97

Fleet 42
Summer Solstice Regatta
June 21 and 22, 1997
How many races can we get in on the longest day of the year? Come sail with Fleet 42 and find out during our Annual Summer Solstice Regatta. Fleet 42 is located in Edgewater, MD on the South River. Races may be held on the river or the Chesapeake Bay, depending on weather conditions. As well as being an excellent place to sail, the non-sailor may also enjoy day trips to Washington, DC, Baltimore, Annapolis, or St. Michaels.
For further information, call Chris Swensen at 410-721-2505.

1997 NERD
July 12 and 13, 1997
Annapolis, MD
The NERD will be sailed in the Chesapeake Bay area near Annapolis, MD. The exact location will be given in future issues of Scots n' Water.
For further information, please call Chris Swensen at 410-721-2505.

Fleet 160
Seventeenth Annual Regatta
April 26, 1997
Locust Grove, VA
The Lake of the Woods Sailing Club and Flying Scot Fleet #160 will host its 17th Annual Regatta, April 26, 1997.
We are located half way between Fredericksburg and Culpeper, VA and consider our lake to be one of the three finest sailing areas in the state. The club is nearly twenty years old and a number of charter memberships still compete in our races.
Consideration will be given to adding races on Sunday, April 27, at our annual meeting in January 1997.
For further information contact Racing Committee chairman: Don Schneider at (540) 972-7725 or visit our Lake of the Woods Sailing Club Home Page on the Internet at URL http://wwwpc-centrel.com/lowsc.htm. Entry forms can be FAXED to requestees.

Mug Race
Saturday, May 3, 1997
Palatka, FL to Rudder Club, Jacksonville, FL
The world's longest river race - 38 nautical miles downstream on the St. Johns River from Palatka to Jacksonville. Join 250 plus other boats (including a Flying Scot class) in a weekend party starting Friday afternoon in Palatka and ending with the trophy presentation Sunday morning at the Rudder Club.
For further information, contact the Rudder Club 904-264-4094 (Call for a brochure) or Jonathan Hamilton 352-392-2999 (Office/Messages) or 352-335-1243 (Home).

Egyptian Cup Regatta
May 31 and June 1, 1997
Lake Carlyle, IL
Flying Scot Fleet #83 at Carlyle Sailing Association - Lake Carlyle, IL, is organizing the annual Egyptian Cup. We invite everybody, especially Flying Scot sailors of the neighboring states, to participate in this great event. The end of May/early June date will guarantee great atmospheric conditions. The doors will open Friday evening May 30, and the sailors of CSA will organize an exceptional welcome party for all new and old out of town participants (maybe Cleopatra and Julius Caesar will join us!)
For more information, call Emilie or Susan Tellini: (314) 921-5033. or e-mail: ETellini@aol.com.
13th Annual Newport Regatta
July 18, 19 and 20, 1997
Multi Class One Design Ad
Handicap Regatta
Narragansett Bay • Nightly Tent Parties
For further information, contact Trixie Bobrownickzky 401-846-1983.

NY Lakes District Championship
July 19 and 20 1997
Fleet #104 welcomes one and all to the NY Lakes District Championship to be held on picturesque 4th Lake in the heart of the Central Adirondack Mountains. Come sail the five race series over two days. A cocktail party and dinner is planned for Saturday night, along with an awards ceremony after racing on Sunday.
For more information contact Duffy Zornow at 716-383-8099 or Randy Blakeman at 518-885-0150.

Sandy Douglass Memorial Regatta
July 26 and 27 1997
Deep Creek Lake, MD
Plan your vacation around the weekend of the Sandy Douglass Memorial Regatta to be held the last weekend of July at Deep Creek Lake. There will be three races on Saturday and two on Sunday with trophies for both skippers and crew in the Championship and Challenger categories.
Call Bob Givan at (301) 387-8064 for further information about vacationing in the Deep Creek Lake area. Watch this column in future issues of Scoot a Water for registration information.

1997 Flying Scot North American Championships
August 1-8, 1997
The 1997 Flying Scot North American Championships will be held at Lake Norman Yacht Club near Charlotte, N.C., August 1-8.
The schedule calls for measuring-in and social activities during the first weekend, three preliminary races on Monday and Tuesday, and a five-race series for championship and challenger division races Wednesday, Thursday and Friday. Trophies will be awarded Friday night, August 8.
The junior and women’s NACs will be sailed on Sunday, August 3. There also will be competitions for masters and seniors.

The club comprises some 22 acres and offers excellent facilities for launching and camping.
Contact John Slater at 704-586-0630.

Scott Decker Memorial/ Capitol District Championship
September 6 and 7, 1997
The 1997 Capitol Districts will be hosted by Fleet#86 of the Potomac Sailing Assoc. in conjunction with their annual Scott Decker Memorial Regatta. The club is located on the Magogthy River between Baltimore and Annapolis, and is one of the Chesapeake Bay area’s finest sailing venues. Come join the Capitol District’s finest for a weekend of great racing.
For further information, contact Craig Decker at (410) 729-1362 or Frank Gibson at (703) 271-2716.

The Founders Cup
Riverside YC, Riverside, CT
October 4 and 5, 1997
FS Fleet #7 will be hosting its 7th annual regatta, in memoriam of Chuck Rettig (#27, #273, #966) and Lou Howe (#28, #2828) who together founded Fleet #7 in 1959 and helped to build it to over 40 boats today. Last year’s regatta was a great event, and we hope to build on its success.
Come join us for a 5 race series over two days in the brisk autumn breezes of Long Island Sound.
We will have a Friday evening reception, Saturday night dinner and Awards luncheon Sunday after racing.
For registration forms and sailing instructions contact Ed Davis, F9#2828, (203) 637-1055.

1997 Wife-Husband National Championship Regatta
October 11 and 12, 1997
The 1997 Wife-Husband Championship Regatta will be held at the Rudder Club in Jacksonville, Florida on October 11 & 12.
For more information contact Brenda Ruthven, Regatta Chairman at 110 Governor Street, Green Cove Springs, FL 32043, (904) 264-2359 or Jonathan Hamilton, (904) 232-9920 (office/messages), (904) 232-1243 (home). The Rudder Club can be reached at (904) 264-4004.

Always-Ready boarding step
Safe, reliable way to get back in your boat. Easy to install on the rudder (under 10 min.) Easy to deploy even from in the water. Light weight and strong. $29.95

Vang Guard
Mechanical fuse designed to release thus preventing the boom from fracturing due to excess vang loads. Installs between boom vang ball and vang tackle. Kit includes two spare fuses. $49.95

Master Helper
Kit includes all necessary hardware to allow a single person to raise or lower the mast using existing boom and mainsheet. Simple to rig. $59.95

Checks payable to Selby Bay Sailing Center are accepted. Please include $4.00 for shipping & handling. Satisfaction guaranteed. Maryland residents add 5% sales tax.
Call (410) 798-4414 or write:
Selby Bay Sailing Center, 1032 Old Turkey Point Road
Edgewater, MD 21037
# Flying Scot New Membership

<table>
<thead>
<tr>
<th>Fleet</th>
<th>Boat #</th>
<th>Name</th>
<th>Address</th>
<th>City, State &amp; Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5035</td>
<td>Nicholas G. Williams</td>
<td>211 Briar Lane, Oaklands</td>
<td>Newark, DE 19711</td>
</tr>
<tr>
<td></td>
<td>2103</td>
<td>Seldon T. Tompkins</td>
<td>6 Clarke Road</td>
<td>Richmond, VA 23226</td>
</tr>
<tr>
<td></td>
<td>4707</td>
<td>Mary Janice Dicoello</td>
<td>6417 151st Place, NW</td>
<td>Washington, DC 20005</td>
</tr>
<tr>
<td></td>
<td>4802</td>
<td>Dennett K. Mills</td>
<td>10319 Cardigan Circle</td>
<td>Glen Allen, VA 23060</td>
</tr>
<tr>
<td></td>
<td>2672</td>
<td>Ray E. Blake</td>
<td>1400 Johnson Avenue</td>
<td>Bridgeport, WV 26330</td>
</tr>
<tr>
<td></td>
<td>2672</td>
<td>Current Skipper</td>
<td>PO Box 308</td>
<td>Edgewater, MD 21037</td>
</tr>
<tr>
<td></td>
<td>5120</td>
<td>Michael J. Farmelo</td>
<td>1130 Oak View Drive</td>
<td>Croxfordville, MD 21032</td>
</tr>
<tr>
<td></td>
<td>4824</td>
<td>Roger &amp; Sarah Anderson</td>
<td>1419 Ormsby Place</td>
<td>Crofton, MD 21114</td>
</tr>
<tr>
<td>Carolina District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>48</td>
<td>Tricia Batchelor</td>
<td>1906 Alexander Road</td>
<td>Raleigh, NC 27608</td>
</tr>
<tr>
<td></td>
<td>48</td>
<td>Kenneth G. Gorni</td>
<td>9621 Willowglen Trail</td>
<td>Charlotte, NC 28215</td>
</tr>
<tr>
<td></td>
<td>126</td>
<td>Randy Hord</td>
<td>196 Ponderosa Circle</td>
<td>Mooresville, NC 28115</td>
</tr>
<tr>
<td></td>
<td>2300</td>
<td>John Russell</td>
<td>1303 Maple Street</td>
<td>Greensboro, NC 27405</td>
</tr>
<tr>
<td>Greater NY District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5111</td>
<td>Theodore J. Jaska</td>
<td>88 Metacomet Drive</td>
<td>Meriden, CT 06450</td>
</tr>
<tr>
<td></td>
<td>3713</td>
<td>Patricia &amp; John J. Applegate</td>
<td>26 Park Ave., PO Box 1426</td>
<td>Island Heights, NJ 08752</td>
</tr>
<tr>
<td>Gulf District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>William W. Denes</td>
<td>3116 Corner Oak Drive</td>
<td>Norgard, GA 30071</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>James N. Howard</td>
<td>2621 Woodside Drive</td>
<td>Duluth, GA 31026</td>
</tr>
<tr>
<td>Michigan-Ontario District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Edwin A. Bayer</td>
<td>24637 E. Seaton Circuit</td>
<td>Warren, MI 48091</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Frank Kalinski</td>
<td>9281 Virginia</td>
<td>Lavonia, MI 48150</td>
</tr>
<tr>
<td>Midwestern District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2966</td>
<td>John J. Rice</td>
<td>W225 N 2772 Fernwood Court</td>
<td>Waukesha, WI 53186</td>
</tr>
<tr>
<td>New England District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5011</td>
<td>Michael T. Boyle</td>
<td>PO Box 2934</td>
<td>Pittsfield, MA 01202</td>
</tr>
<tr>
<td></td>
<td>5011</td>
<td>Clete W. Scott</td>
<td>220 Kemp Avenue</td>
<td>N. Adams, MA 01247</td>
</tr>
<tr>
<td></td>
<td>3366</td>
<td>Wilfred G. Davis</td>
<td>35 Flanders Road</td>
<td>Hernick, NH 03242</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Ronald E. Lustig</td>
<td>9 Linwood Avenue</td>
<td>Rockport, ME 04866</td>
</tr>
<tr>
<td></td>
<td>3630</td>
<td>Patricia K. Kovar</td>
<td>2554 Mansfield Street</td>
<td>Sharon, MA 02067</td>
</tr>
<tr>
<td></td>
<td>3672</td>
<td>Eugene Neault</td>
<td>74 East Street</td>
<td>Sharon, MA 02067</td>
</tr>
<tr>
<td>New York Lakes District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3563</td>
<td>Stephen A. Lyons</td>
<td>PO Box 6352, Clarkson University</td>
<td>Potsdam, NY 13699</td>
</tr>
<tr>
<td></td>
<td>3563</td>
<td>John C. Mason</td>
<td>PO Box 138</td>
<td>Norwich, NY 13815</td>
</tr>
<tr>
<td>Ohio District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2385</td>
<td>Bruce Korstanke</td>
<td>1537 Stonehaven</td>
<td>Holt, MI 48342</td>
</tr>
<tr>
<td></td>
<td>4800</td>
<td>Robert L. Brewer</td>
<td>882 Pine Needles Drive</td>
<td>Centreville, OH 45458</td>
</tr>
<tr>
<td></td>
<td>4800</td>
<td>Jay Antierens</td>
<td>7775 Surrey Hill Lane</td>
<td>Cincinnati, OH 45248</td>
</tr>
<tr>
<td></td>
<td>3911</td>
<td>Ronald E. Lustig</td>
<td>12654 Webster Road</td>
<td>Strongsville, OH 44136</td>
</tr>
<tr>
<td></td>
<td>2346</td>
<td>David Haska</td>
<td>6853 Hughes Road</td>
<td>Ravenna, OH 44266</td>
</tr>
<tr>
<td>Pacific District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3563</td>
<td>Israel Almog</td>
<td>24, Habanai Street</td>
<td>Jerusalem 06264, Israel</td>
</tr>
<tr>
<td>Florida District</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5111</td>
<td>Gary T. Butts</td>
<td>1501 NE 62nd Street</td>
<td>Ft. Lauderdale, FL 33334</td>
</tr>
<tr>
<td></td>
<td>5111</td>
<td>Dr. Michael K. Roberts</td>
<td>3224 Fountainhead Drive</td>
<td>Largo, FL 33770</td>
</tr>
<tr>
<td></td>
<td>131</td>
<td>John Hunter</td>
<td>4751 San Juan Avenue, Ste. 11</td>
<td>Jacksonville, FL 32210</td>
</tr>
<tr>
<td>New Members this report</td>
<td></td>
<td></td>
<td></td>
<td>37</td>
</tr>
</tbody>
</table>

---

**Singleman's Model Boat Works**

425 East Campbell Road
Schenectady, NY 12303
800-539-2119 US only
Fax/Phone: 518-355-2119
website: http://www.awards4sailing.com

---

**SINGLEMAN’S MODEL BOAT WORKS AWARDS WORTH SAILING FOR**

**FLYING SCOT AWARDS**
- 7" Half hull on 5"x10" solid walnut ..................$35.00
- 7" Half hull w/ cloth sails on 12"x15" solid walnut base ..................$100.00
- 7" Half hull w/ pen & pencil on 4"x10" solid walnut base ..................$80.00

**MINI AWARDS**
- 3.5" Half hull on 3"x5" solid walnut ..................$17.00
- 3.5" Half hull w/ cloth sails on 6"x8" solid walnut base ..................$50.00

**NEW SILK SCREEN AWARDS**
- Silk screen drawings of hull & sail plan on 5"x7" walnut base ..................$13.00
- Silk screen sail with mini resin hull on walnut base ..................$25.00

**OTHER CLASSES & PRODUCTS AVAILABLE**
- 10% Discount on orders placed 3 months in advance with a 50% deposit
- 15% Rush Order charge on orders needed within 2 weeks.

**Engraved Plates, Shipping & Handling are extra.**
Design

The Schurr Sails design team has over 50 years combined experience in the development of fast, easy to set and trim, sails on the market today.

Our record speaks for itself with numerous wins in present and past local, regional, and national events.

Fabrication

Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

Service

Over the years Schurr Sails has been a proud sponsor of many Flying Scot Association events. With so many class members this is one of the strongest associations in the country and we guarantee to continue to provide you with the individual attention you deserve.

For more information call Steve Bellows, your Flying Scot Sailmaker

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Sail #</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ 4.4 oz. Racing Cloth</td>
<td>☐ 5.3 oz. Cruising Cloth</td>
<td>Number Color: ☐ Red; ☐ Blue; ☐ Green; ☐ Black; ☐ White</td>
</tr>
<tr>
<td>☐ Main &amp; Jib</td>
<td>$896</td>
<td>☐ Spinnaker Triradial/Biradial</td>
</tr>
<tr>
<td>☐ Main</td>
<td>$629</td>
<td>☐ Spinnaker Crosscut</td>
</tr>
<tr>
<td>☐ Jib</td>
<td>$267</td>
<td>☐ Spinnaker Turtle</td>
</tr>
<tr>
<td>☐ Mainsail Reef</td>
<td>$35</td>
<td>☐ Brummels on Spinnaker</td>
</tr>
<tr>
<td>☐ Mainsail Foot Shelf</td>
<td>$30</td>
<td>☐ Centerboard Gaskets</td>
</tr>
<tr>
<td>☐ Jib Radials</td>
<td>$30</td>
<td>☐ Main Radials</td>
</tr>
</tbody>
</table>

Price includes bag, battens and royalty.
Terms: Pay order in full Schurr Sails will pay freight or 50% deposit w/order. Sails shipped C.O.D. for balance.

Mark Colors On Diagrams

<table>
<thead>
<tr>
<th>SPINNAKER COLORS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black</td>
</tr>
<tr>
<td>Grey</td>
</tr>
<tr>
<td>Natural</td>
</tr>
<tr>
<td>Purple</td>
</tr>
<tr>
<td>Lt. Blue</td>
</tr>
<tr>
<td>Ocean Blue</td>
</tr>
<tr>
<td>Green</td>
</tr>
<tr>
<td>Dk. Blue</td>
</tr>
</tbody>
</table>

Pensacola Loft
490 South 'L' Street
Pensacola, Florida 32501
904/438.9354 / Fax: 904/438.8711
e-mail: schurr@schurrsails.com
http://schurrsails.com

MARCH/APRIL, 1997

27
### Flying Scot® Sailing Association Order Form

<table>
<thead>
<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>PRICE FOR EACH</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FSSA Burgees</td>
<td>$12.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Shirt</td>
<td>$28.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Colors: Red, White, Blue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sizos: S, M, L, XL, XXL</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>with Boat #</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>with any one name</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Hat (Red, White, Blue)</td>
<td>$9.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Roster Pages</td>
<td>$5.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Handbook Updates</td>
<td>$2.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bumper Stickers (Shipping &amp; Handling included)</td>
<td>$1.50</td>
<td></td>
</tr>
<tr>
<td></td>
<td>FSSA Blazer Patches</td>
<td>$20.00</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scot Print— “Sailing”</td>
<td>$60.00</td>
<td></td>
</tr>
</tbody>
</table>

**S & H CHARGES:**
- $1.50 orders up to $5.00
- $4.00 orders up to $10.00
- $6.00 orders $10.00 & above

- Add Shipping & Handling (S&H)
- Total Amount of Sale

**SHIP TO:** (Please Print)

**NAME**

**ADDRESS**

**CITY**

**STATE**

**ZIP**

**Telephone Number (Daytime)**

**Method of Payment:**
- □ Mastercard  □ Visa  □ AMEX  □ Check (Payable to FSSA)

**Credit Card Number**

**Expiration Date**

**Signature**

---

**Mail Order Form To:** Flying Scot® Sailing Association
3008 Millwood Avenue • Columbia, SC 29205

Credit card orders may be placed by calling 1-800-445-9629 between 8:30 am and 4:30 pm EST. Flying Scot® and the FS logo are registered trademarks of Flying Scot, Inc.

---

### District Governors

**CAPITOL DISTRICT**
Frank Gilson
2347 S. Queen Street
Arlington VA 22202
(703) 27-5716

**CAROLINAS DISTRICT**
Donald G. Smith, Jr.
55 Tarinyore
Concord, NC 28027
(704) 788-8532

**FLORIDA DISTRICT**
Charles Fowler
2210 Northwest 14th Street, #10
Miami, FL 33125
(305) 836-8885

**GREATER NY DISTRICT**
Joseph J. Gulick, Jr.
193 Wilton Rd. West
Ridgefield CT 06877
(203) 438-9779

**GULF DISTRICT**
Dan Kolenich
4 Navy Lane
Spanish Fort, AL 36527
(334) 826-7175

**MICHIGAN-ONTARIO DISTRICT**
Robin Collins
40 Cedarbank Crescent
Don Mills, ON, CN. M3B 3A4
(+1) 416 444-9859

**MIDWESTERN DISTRICT**
Harry Haack
14181 W Hawthorne Avenue
Lake Forest, IL 60045
(847) 362-7678

**NEW ENGLAND DISTRICT**
James Cavanagh
20 Bullard St.
Sharon, MA 02067
(617) 784-5088

**NY LAKES DISTRICT**
Ann Goldman
33 Huckleberry Lane
Batavia Lake, NY 12019
(518) 877-8731

**OHIO DISTRICT**
Steve Branner
2107 Westwood Dr.
S. Charleston, WV 25303
(304) 346-5673

**PACIFIC DISTRICT**
Charles A. Sokol
4386 Charter Blvd.
San Diego, CA 92117
(619) 565-2715

**PRAIRIE DISTRICT**
Ty Hall
7307 Meitose Lane.
Shawnee, KS 66203
(913) 677-7023

**TEXAS DISTRICT**
Robert Harrington
3721 Larat Lane
Garland, TX 75042
(972) 276-1954

---

Address Correction Requested